

INTIMATIONS
BROWN, JONES & CO.
 DRAPERS IN
 AMERICAN AND ITALIAN MARBLE
 AND HONGKONG GRANITE.
 CEMETERY MEMORIALS.
 Designs and Prices on application.
 Office, 47, QUEEN'S ROAD CENTRAL.

THE CHRONICLE AND DIRECTORY
 FOR
 CHINA, JAPAN, CORREA, INDO-CHINA,
 STRAITS, NETHERLANDS, INDIA,
 SIAM, PHILIPPINES, BORNEO, &c., &c.,
 WITH WHICH ARE INCORPORATED
 THE CHINA DIRECTORY
 AND
 THE HONGKONG DIRECTORY
 AND HONG KONG FOR THE YEAR
 1897.

The THIRTY-FIFTH ANNUAL ISSUE,
 which will be found, as hitherto, more full and
 accurate than its predecessors.
 Royal Octavo—Complete with Maps and Plans,
 pp. 1,240, 57s. Directory only, pp. 872, 30s.

A.S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CUT GLASS BOTTLES

ELEGANT PATTERNS.

WHOLESALE

CONFECTIONERY

DELICIOUS SWEETS

IN LARGE ASSORTMENT.

FRENCH CONFECTIONERY AND

CONSERVES FROM THE BEST PARISIEN

HOUSES.

CRYSTALLIZED FRUITS.

SPECIAL CONSIGNMENTS

OF

CHOICEST CHOCOLATES.

FANCY BOXES OF RARE DESIGNS

FOR PRESENTS.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 5th January, 1897.

NOTICE TO CORRESPONDENTS.

Only communications relating to the present columns
 should be addressed to the Editor.
 Correspondents should forward their names and addresses
 with communications addressed to the Editor, not
 for publication, but as evidence of good faith.

All letters for publication should be written on one
 side of the paper only.
 No anonymous or signed communications that have
 already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be
 sent before 11 a.m. on day of publication. After that
 hour the supply is limited. Only supplied for Cash.
 Telegraphic Address: PRESS—A.C. Code.
 P.O. Box 30 Telephone No. 12.

The Daily Press.

HONGKONG, APRIL 22, 1897.

ALTHOUGH it is improbable that the proposed road round the island will be selected as the scheme to which the public subscription for a memorial of the Queen's Diamond Jubilee should be devoted it is to be hoped the project will be taken up by the Government and carried into effect with as little delay as possible. The present agitation in its favour has shown how strong is the feeling in favour of the execution of the work, and very little consideration is necessary to satisfy any one of its utility and, in fact, necessity. The road proposed by General BLACK to connect Wanchai Gap with Woonchee Gap should also be carried out, and in this connection we would once more urge the construction of the much needed road from Plantation Road to Magazine Gap. For the last ten years roadmaking has been practically at a standstill in the colony, and during that time the population both on the lower and the upper levels has been steadily increasing, and the need for further outlets has been growing in the same proportion. When Mr. PRIOR was in charge of the Public Works Department a very healthy activity was displayed in this direction and road after road was made without any fuss and apparently at little expense, the public hardly realising that the work was in progress until they found the new roads available for traffic. We may mention in particular Kennedy Road, the road from Wanchai to Aberdeen, the road from Mount Gough to Aberdeen, the various roads at the Peak, Magazine Gap Road, and the splendid Bowen Road. It is unnecessary to decant upon the advantages of each and all of these roads, as they are fully appreciated and made use of by the public. Under the administration of the late Mr. BROWN and that of Mr. COOPER the activities of the department have been mainly confined to carrying out the Praya Reclamation (which was designed before Mr. PRIOR left), water and drainage works, and other statutory improvements. We have no desire to underrate the importance of these works, and as everything cannot be done at once with the means at the department's disposal, there may be something to be said in connection of the inaction that has prevailed in the opening up of the island by the construction of roads. We believe, however, we are correct in saying that even if there had not been pressure of work in other directions Mr. COOPER would probably have displayed no great enthusiasm in extending the roads of the colony, that being a class of work which, if we may be excused the colloquialism, seems to be rather out of his line of country. There have been more talk about the making of the few hundred yards of roadway required to give a more direct connection between Victoria Gap and Mount Kowloon than there has been about all the many miles of roads made by Mr. PRIOR, always excepting the discussion caused by the obstruction offered by the military authorities to the making of Kennedy Road. We are now about to have a change in the office of Director of Public Works, and we hope that under the new regime we may see a renewal of activity in the making of new roads and the extension and improvement of old ones, that being now the most urgent requirement of the colony in the matter of public works. From General BLACK and the two unofficial members of the Executive Council the public will expect all the assistance these gentlemen can render in support of this policy. As General BLACK says in his letter to the Jubilee Committee, "Roads are the precursors of progress and civilization; they distinguish a rising from a barbarous state. Roads for recreation and health are one of the great wants of this island."

The delivery of the English mail was begun at 3.05 p.m. on Saturday.

The new regulations for preventing collisions at sea are published in Saturday's Gazette.

The following appointments have been made at the Admiralty:—Lieutenant W. Hazell, R.N.R., to the Underside, to date 17th April.

The imports of German sugar into the Japanese Empire in 1896, from Jan. 1 to Dec. 31, amounted to 9,395,227 cwt., against 6,610,888 cwt. in 1895.

The Japanese battleship *Yagi* arrived at the Port of the 4th March and was to go on to the Victoria Dock at Chatham Dockyard on the 5th to be docked.

Kaiser Wilhelm, addressing the naval recruits at Wilhelmshaven, spoke in terms of warm appreciation of the conduct of the crew of the warship *Ulla*, which was lost at sea.

The appointment of the Hon. F. H. May, C.M.G., Captain Superintendent of Police, to act as Superintendent of Victoria Gaol during the absence of Mr. H. B. H. Lethbridge is notified in the Gazette.

A large rice-cleaning mill is going to be built outside the East Gate of the city of Wuhu, the machinery, etc., to be entirely of foreign make. It is reported that members of H.E. Li Hing-chang's family are largely interested in the new venture.—N. C. Daily News.

It is reported, according to the Tientsin correspondent of the Mercury, that Imperial sanction has been granted to a company intending to run small steamers on the Grand Canal to Peking and to Tientsin by the Tientsin. The present capital is £100,000. This is regarded as a right departure.

About 1230 on Saturday morning a fire broke out in an eating house at 128, Queen's Road Central. Damage, which was principally caused by water, to the extent of \$200 was done before the fire brigade left. The place was insured for \$41,800 with Messrs. The Commercial Union Assurance Co. of London.

At a meeting of the Committee of the Shanghai General Chamber of Commerce on the 20th March, a letter from Mr. J. Rijke, offering on more acceptable terms to survey and report on the Bars and the Whangpoo River, was read, and after some discussion on the subject, it was decided to accept the offer. The present capital is £100,000. This is regarded as a right departure.

Another case of dumping rubbish into the harbour came before Commander Hastings on Saturday, when three men were charged with having thrown into the water a large quantity of refuse, which they made an attempt to throw overboard. They were fined \$50.

The Band of the West Yorkshire Regiment will not perform on Sunday in future, owing to a protest having been received from St. John's Cathedral. The Band performed took place at half-past ten, at which hour the music service at the Cathedral very often was not concluded, and Murray Barracks being so close to the Cathedral worship was interrupted.

The annual inspection of the Hongkong Volunteer Corps by His Excellency the Governor will take place on Thursday next, at 4 p.m., in the Brigade Parade Ground. Every member of the Corps must be present, unless he has been granted leave of absence or special permission has been given by the Commandant. The Commandant's parade, which was fixed for this afternoon, will not take place.

It is notified in the Gazette that seamen serving in vessels belonging to the C. P. R., the P. & O., or other subsidised mail companies may join the Naval Reserve on application to the Commandant of the Reserve, and may be employed in the Reserve when they are in Hongkong. This is a wise step on the part of the Admiralty, and ought to lead to the strengthening of the reserve. Hitherto men have only been able to join at home.

Inspector Mann was complimented by the Magistrate on Saturday for gallant conduct. The inspector was a man in the water off No. 2 Police Station when a man named Wong, who was trying to commit suicide, threw himself into the water. Inspector Mann sprang to the rescue, and, after a struggle, succeeded in bringing the man to the shore. He was then taken to the hospital, and is now recovering.

According to a Tientsin despatch the officer sent by the Viceroy Wang to make a report on the situation in the province is intended to be the future great viceroy of China, an experienced diplomat named Wang Jui-ping, head of the Conservation Bureau of the Peking region. Wang Jui-ping will avail himself of the assistance of a couple of German officers in the Chinese service, who will be able to give him a full and accurate report on the situation in the province.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

There is a strike amongst sailors at present in Peking, according to our native correspondent, has caused much inconvenience to pleasure seekers in the capital. The strikers are demanding a 10 per cent. increase in their wages, and have threatened to leave the city unless their demands are met. The strike has caused much inconvenience to the public, and it is hoped that the strike will be settled soon.

The honorary degree of LL.D. has been conferred on Mr. Aberdeen University on Mr. Herbert A. Allen.

Mr. Elayou, Manager of the Peking Co. mines, arrived at Hongkong by the steamer *Albatross* on the 1st of December, and is now in conference with the directors.

Mr. T. Jackson, having resigned the chairmanship of the Hongkong Branch of the Chinese Association, Mr. J. T. Francis Q.C. has been elected by the Committee to that office.

The Austrian cruiser *Frans Josef*, with Baron Cichan, the Austrian Ambassador to China, on board, arrived on Saturday from Europe. The vessel was en route for Europe.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., which left Hongkong on the 2nd of March, arrived at Nagasaki, Japan, on the 10th of March, and is now on her way to Yokohama, and thence to Hongkong.

Mr. E. Geary, in his weekly share dated April 2nd, says:—Business was a very uncertain one. The early part was almost entirely devoted to transactions on account of the March settlement, which, although of a very busy nature, was not so profitable as the latter part of the month. The latter part of the month was very busy, and the business was very profitable.

The board of directors of the Deutsche Dampfschiff-Rheinfahrt (Kings Line) on 27th February held a sitting in which the report for 1896 was presented by the managing director. That report recommended the distribution of a dividend of 5 per cent. on the capital of the company, and also recommended the payment of a dividend of 5 per cent. on the capital of the company.

There are rumours about, says the *London and China Express*, that the *Powerful* is to be sent to the China coast at an early date, and that the vessel is to be painted black instead of the light colour adopted for the China coast.

It is also reported that the *Powerful* is to be sent to the China coast at an early date, and that the vessel is to be painted black instead of the light colour adopted for the China coast.

Every citizen is being made to contribute to the fund, and the fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The International Cotton Mill at Shanghai was formally opened on the 21st March.

According to the N. Y. Maritime Register of the 20th February the American-registered schooner *Aida*, Capt. Anderson, which left Shanghai on the 1st of December, has not since been heard from.

The Right Hon. Arnold Morley, who was Postmaster-General in the last administration, arrived by the P. & O. steamer *Albatross* on the 1st of December, and is now in conference with the directors.

Mr. T. Jackson, having resigned the chairmanship of the Hongkong Branch of the Chinese Association, Mr. J. T. Francis Q.C. has been elected by the Committee to that office.

The Austrian cruiser *Frans Josef*, with Baron Cichan, the Austrian Ambassador to China, on board, arrived on Saturday from Europe. The vessel was en route for Europe.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., which left Hongkong on the 2nd of March, arrived at Nagasaki, Japan, on the 10th of March, and is now on her way to Yokohama, and thence to Hongkong.

Mr. E. Geary, in his weekly share dated April 2nd, says:—Business was a very uncertain one. The early part was almost entirely devoted to transactions on account of the March settlement, which, although of a very busy nature, was not so profitable as the latter part of the month. The latter part of the month was very busy, and the business was very profitable.

The board of directors of the Deutsche Dampfschiff-Rheinfahrt (Kings Line) on 27th February held a sitting in which the report for 1896 was presented by the managing director. That report recommended the distribution of a dividend of 5 per cent. on the capital of the company, and also recommended the payment of a dividend of 5 per cent. on the capital of the company.

There are rumours about, says the *London and China Express*, that the *Powerful* is to be sent to the China coast at an early date, and that the vessel is to be painted black instead of the light colour adopted for the China coast.

It is also reported that the *Powerful* is to be sent to the China coast at an early date, and that the vessel is to be painted black instead of the light colour adopted for the China coast.

Every citizen is being made to contribute to the fund, and the fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund. The fund is being used for the purpose of the fund.

NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, AND SHANGHAI.

THE above Steamship having arrived, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 31st March, 1897.

NAVIGATION GENERALE ITALIANA.

(Fratelli and Reunited United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"RISAGNO"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon on the 5th April, or they will not be recognized.

No Fire Insurance has been effected and any goods remaining in the Godowns after the 5th April will be subject to rent.

Bills of Lading will be counter-signed by CARLILL & CO., Agents.

Hongkong, 30th March, 1897.

"RICKMEERS" REGULAR LINE OF STEAMERS.

FROM ANTWERP, HAMBURG, PENANG, AND SINGAPORE.

THE Company's Steamship

"ELLEN RICKMEERS"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon on the 7th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined and receipted for by the undersigned.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day.

Bills of Lading will be counter-signed by ARNOLD, KALBERG & CO., Agents.

Hongkong, 31st March, 1897.

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, AND STRAITS.

THE Steamship

"GLENSHIEL"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

Optional cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to insure all claims for damage and/or shortages not later than the 15th inst., otherwise they will not be recognized.

Bills of Lading will be counter-signed by JARDINE, MATHESON & CO., Agents.

Hongkong, 1st April, 1897.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

This vessel brings on Cargo:-

From Italy ex. "Savio."

From Madras ex. "Siva."

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. To-day.

Goods not cleared by the 7th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by main any way.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 2nd April, 1897.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON, AND SINGAPORE.

THE Steamship

"MELBONTHSHIRE"

Captain D. Davies, having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, to-morrow, the 3rd inst.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 2.30 p.m.

No Fire Insurance has been effected. Consignees are requested to insure all claims for damage and/or shortages not later than the 15th inst., otherwise they will not be recognized.

Bills of Lading will be counter-signed by SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd April, 1897.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 6th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 2.30 p.m.

No Fire Insurance has been effected. Consignees are requested to insure all claims for damage and/or shortages not later than the 15th inst., otherwise they will not be recognized.

Bills of Lading will be counter-signed by DAVID SASSON, SOHNS & CO., Agents.

Hongkong, 2nd April, 1897.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 6th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 2.30 p.m.

No Fire Insurance has been effected. Consignees are requested to insure all claims for damage and/or shortages not later than the 15th inst., otherwise they will not be recognized.

Bills of Lading will be counter-signed by DAVID SASSON, SOHNS & CO., Agents.

Hongkong, 2nd April, 1897.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 6th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 2.30 p.m.

No Fire Insurance has been effected. Consignees are requested to insure all claims for damage and/or shortages not later than the 15th inst., otherwise they will not be recognized.

Bills of Lading will be counter-signed by DAVID SASSON, SOHNS & CO., Agents.

Hongkong, 2nd April, 1897.

NOTICE TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SOFRA, MANAMA, BAHRA, ADEN, KURBA, CHIEF, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"VINDOBONA"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Consignees of Goods are to send in their Bills of Lading for counter-signatures and take immediate delivery of their Goods from the Godowns.

This vessel brings on Cargo:-

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

From Trieste, ex. s.s. Imperia, transhipped at Colombo.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.